

HAER  
ILL  
50-MARS,  
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ILLINOIS AND MICHIGAN CANAL, LIFT LOCK NO. 10  
I&M Canal National Heritage Corridor  
West of Chicago Street  
Marseilles  
LaSalle County  
Illinois

HAER No. IL-92

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Engineering Record  
National Park Service  
Department of the Interior  
P.O. Box 37127  
Washington, D.C. 20013-7127

HISTORIC AMERICAN ENGINEERING RECORD  
ILLINOIS AND MICHIGAN CANAL, LIFT LOCK NO. 10  
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Location: I & M Canal National Heritage Corridor  
West of Chicago Street  
Marseilles, LaSalle County, Illinois

UTM: 16 E. 358130 N. 4575960  
Quad: Marseilles

Date of Construction: 1846-1848; rebuilt 1878, 1933, 1938

Designer: William Gooding

Present Owner: State of Illinois

Present Use: Recreational

Significance: This is one of the fifteen original lift locks designed by William Gooding for the I&M Canal.

Project Information: The Illinois and Michigan Canal was designated a National Heritage Corridor in 1984. The following year HABS/HAER embarked on an extensive inventory and documentation project of the 100 mile-long corridor. Field work for this project was concluded in 1988. Final editing of the documentation was completed in 1992.

Historians: David Kelliher and Timothy Whittaker, 1986.

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In consultation with the renowned engineer Benjamin Wright, William Gooding, the chief engineer of the I & M Canal, designed the I & M Canal lift locks in 1837. Gooding chose a standard design for fifteen, deep-cut lift locks, each with a width of 18' and a length of 110'. The original timber lock gates had miter sills, hand-operated pivoting valves that permitted water into the lock chamber, and manually operated balance beams. The locks needed to overcome a change in elevation of 160 feet over a distance of ninety-eight miles.

Lift Lock No. 10 is located in Marseilles, Illinois, a few hundred feet west of Lift Lock No. 9. Both locks have a lift of 8.33 feet. Lock No. 10 was originally constructed in 1845-48 of sandstone, but was partially rebuilt in timber about 1865. In 1877-78 the walls were reconstructed with ashlar limestone. The lock remained in operation until 1933. Four years later, the lock was rebuilt in concrete by the Civilian Conservation Corps. The wooden gates have been removed.

**SOURCES:**

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